

**BOKKENDING** by **Advertisers** with the best materials and under **Established** **1867** **THE DAILY PRESS** **OFFICE** **Always pronounced equal to home work, and prices very moderate.**

**PRINTING OF ALL KINDS** at the most moderate prices at **THE DAILY PRESS** **OFFICE**. All prints are read and all work supervised by a gentleman. Always equal and generally superior to that done anywhere else. Estimates given.

No. 12,614. 號四十一百六二萬第 一四十月六日四十一週年 HONGKONG MONDAY, AUGUST 1st, 1893. 一月一號 一月一號 八十九百八十八臺英仙

PRICE 32½ PER MONTH

**NOTE:** Communications, news, **Advertisements**, **Subscriptions**, **Printers**, **Advertisers**, should be addressed to **DAILY PRESS** **OFFICE**, and special business matters to **THE MANAGER**.

All **Advertisers** and **Subscribers** which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of **DAILY PRESS** should be sent to **THE MANAGER** on demand of publication. After that hour the supply is limited. Only **original** copy for Cash. **Wireless Address** **A.H.C. Code**. **P.O. Box 29**. **Telephone No. 12**.

**NEW ADVERTISEMENTS**

**"SNOWFLAKE"**

**KEROSENE OIL**

130° FIRE TEST.

Price 25.50 per case (16 gallons).

To be obtained at the leading stores, and at **STANDARD OIL COMPANY OF NEW YORK**, 4 Pavia Central. [1601]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW.

**THE Company's Steamship**

"HAI-TAN."

Captain Hall will be despatched for the above port **TO-MORROW**, the 2nd, proximate at 10 A.M.

For Freight or Passage, apply to

**DOUGLAS LAFRAIK & CO.**, General Managers, Hongkong, 30th July, 1893. [1599]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR AMOY, AND TAMSUI.

**THE Company's Steamship**

"FORMOSA."

Captain Douglas will be despatched for the above ports on **WEDNESDAY**, the 3rd proximate, of **DAYLIGHT**. For Freight or Passage, apply to

**DOUGLAS LAFRAIK & CO.**, General Managers, Hongkong, 30th July, 1893. [1598]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

FOR SINGAPORE, SAMARANG, AND SOERABAJA.

**THE Company's Steamship**

"CHUN-SANG."

Captain Buller will be despatched as above on **WEDNESDAY**, the 3rd inst., at 3 P.M.

For Freight or Passage, apply to

**JARDINE, MATTHESON & CO.**, General Managers, Hongkong, 1st August, 1893. [1602]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

FOR SINGAPORE, PENANG, AND CALCUTTA.

**THE Company's Steamship**

"CHELYDRA."

Captain Davies will be despatched as above on **SATURDAY**, the 6th inst., at Noon.

For Freight or Passage, apply to

**JARDINE, MATTHESON & CO.**, General Managers, Hongkong, 1st August, 1893. [1603]

**FOR NEW YORK.**

**THE + 100 A. 1 Hawaiian Bank**

Willott, Master, will be despatched on or about 10th August.

The + 100 A. 1 British 4-Mast Bark

"CROWN OF GERMANY."

Malligore, Master, will be despatched on or about 10th August.

The + 100 A. 1 British 4-Mast Bark

"MUSKOKA."

Crowe, Master, will be despatched on or about 10th August.

For Freight, apply to

**SHIEMSEN & CO.**, Hongkong, 1st August, 1893. [1605]

**UNITED STATES & CHINA-JAPAN STEAMSHIP LINE.**

FROM NEW YORK AND STRAITS.

**THE Steamship**

"INDRAVELL"

having arrived from the above ports, Consignees are requested to inform the **Advertiser** that their Goods are being landed at their risk into the **Advertiser**'s **Warehouses** at **Kowloon Wharf** and **Godown Company, Limited**, at **Kowloon**, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 2 P.M. **TO-DAY**.

Cargo remaining undelivered after the 10th proximate will be sold at auction.

No Fixtures have been effected.

Consignees are requested to present all claims for damage and/or shortages not later than the 15th proximate, otherwise they will not be recognised.

Bills of Lading will be countersigned by

**JARDINE, MATTHESON & CO.**, Agents.

Hongkong, 30th July, 1893. [1606]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

FROM CALCUTTA, PINANG, AND SINGAPORE.

**THE Company's Steamship**

"CHELYDRA."

having arrived from the above ports, Consignees by their Agents are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after **TUESDAY**, the 2nd proximate, at 4 P.M., will be landed at Consignees' risk and expense, and forwarded to East Point.

No Fixtures will be effected.

Bills of Lading will be counter-signed by

**JARDINE, MATTHESON & CO.**, General Managers.

Hongkong, 30th July, 1893. [1604]

**ZETLAND LODGE**

No. 522.

**A REGULAR MEETING** of the **ZETLAND LODGE** will be held at the **FREEMASON'S HALL**, **TO-NIGHT**, the 1st August, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 30th July, 1893. [1597]

**GOLD LEAF**

**CHEONG HING 855, BONHAM STREET**

Hongkong, has for Sale Gold Leaf

guaranteed 100% troy. Lowest Rate.

Hongkong, 1st March, 1893. [1605]

**NOTICE OF FIRM**

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**

**NOTICE**

From this date, during the absence of Mr. JAS. B. COUGHTREE from the Colony, Mr. GEO. L. TOMLIN has been appointed **ACTING SECRETARY** to the Company.

M. A. RICE,

Secretary.

Hongkong, 1st July, 1893. [1598]

# Hongkong Daily Press.

ESTABLISHED 1867.

AUCTION

PUBLIC AUCTION

M. GEO. P. LAMMERM has received instructions from the **MORTGAGERS** to **Sell** by **AUCTION** on

FRIDAY, the 5th August, 1893, at 3 P.M. on the **Premises**.

ALL THOSE VALUABLE LEASINGHON PROPERTIES,

SECTION B of MARINE LOT No. 31,

and registered in the Land Office as

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and

SECTION A of MARINE LOT No. 36,

and registered in the Land Office as

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## INTIMATIONS

BROWN, JONES & CO.  
DEALERS IN  
AMERICAN AND ITALIAN MARBLE  
AND HONGKONG GRANITE.  
CEMETERY MEMORIALS.  
Designs and Prices on application.  
Office, 47, QUEEN'S ROAD CENTRAL. [3704]



A. S. WATSON & CO.,  
LIMITED

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

## SCOTCH WHISKY.

Per Case	1 Doz.
A—THORNE'S BLEND, White Capsule	\$10.50
B—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80
C—WATSON'S ADELBUR-GLEN-LIVER, Red Capsule, with Name and Trade Mark	12.00
D—WATSON'S H. K. D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40
E—WATSON'S VERY OLD LIQUOR SCOTCH WHISKY, Gold Capsule	15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABELOUR-GLENLIVET is a very odd Peat Whisky, (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour. E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO. LIMITED.  
WINE AND SPIRIT MERCHANTS.

Established 1841.

Hongkong, 14th June, 1898. [24]

NOTICE TO CORRESPONDENTS  
—Our correspondence relating to the news columns should be addressed to the Editor, The Daily Press. Correspondence for forward to our headquarters and communications addressed to the Editor, not for publication, but as evidence of good faith.

All correspondence for publication should be written on one side of the paper only.

No anonymously signed communication that have already appeared in other papers will be published.

The Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies for Cash.

Telephone, 110, Avenue, Finsbury, 1000, Code, P.C. Box 22. Telephone No. 12.

## The Daily Press.

HONGKONG, August 1st, 1898.

The shareholders of the Hongkong and Shanghai Bank have good reason to congratulate themselves on the excellent report to be placed before them by the Court of Directors at the approaching meeting, provided, that is, that they are content to regard their investment as standing entirely on silver basis. Roughly speaking the profits amount to twenty-four per cent, for the half-year, a result of which any institution might be proud and which speaks eloquently to the ability and resiliency with which the Bank's affairs have been conducted by the popular Chief Manager and his staff. The institution has now fully recovered from the series of disasters which commenced in 1891 and is at present in a stronger position than ever before, regarded from a silver point of view. On the 31st December, 1890, the reserve fund stood at \$5,100,000, to which had to be added, in round figures, \$2,500,000, premium on the new issue of shares, making a total of \$7,600,000. In the report for the half-year ended 30th June, 1891, however, \$1,300,000 had to be withdrawn from the reserve fund. No addition was made to the fund in the succeeding half-year, while in the half-year ended 30th June, 1892, another \$3,000,000 was withdrawn, reducing it to \$3,300,000. Since then appropriations to the reserve fund have been steadily made, and latterly in very large amounts, the appropriation recommended in the present report bringing the fund up to the handsome total of \$9,000,000. When the accounts for the half-year now under review come to be made up it is not unlikely that another million may be available, which will bring the fund up to ten millions, or the same amount as the capital, which was at one time regarded as the final goal to be aimed at. Shareholders are now, however, agreed, as we believe, to the desirability of continuing to build up the reserve. The experience of 1891 and 1892 showed how necessary a strong reserve is, and that necessity becomes still more apparent as the Bank's position is appraised in terms of gold. The exchange question is the fly in the ointment that the Bank's shareholders have to reckon with, and a very irritating one. In the half-year ended 30th June, 1891, the Bank's capital and reserve fund amounted together to close upon \$17,600,000; while at the rate of exchange at which the dividend was paid, namely, 3s. 2d., was equivalent to over \$2,800,000. To-day the capital and reserve fund amount to \$19,000,000, which, at the rate at which the dividend is to be paid, namely, 1s. 1d., represents in gold £1,800,000. Thus, while handsome profits have been made in silver, good dividends paid, and large amounts placed to the reserve, the result of the seven years

working nevertheless shows a depreciation in the value of the Bank's capital and reserve as expressed in gold of £1,000,000. No doubt the Bank's gold investments are worth considerably more than the figures in silver at which they stand in the books, the value of the Bank premises has been written down to probably one half or less of the real value, dead stocks have been written off altogether, and in various other respects it may be shown that the institution is in an exceedingly comfortable position, but taking the accounts as presented to the shareholders in conjunction with the fall in silver there is no escape from the fact that there has been a large depreciation in terms of gold. And unfortunately there is no prospect of finality to the loss from this cause. Those who predict that exchange will fall to a shilling are just as likely to be right as those who hold it has already reached bottom, much more so, we should say, for an inconsiderable "slump" may be looked for immediately on the termination of the Hispano-American war.

The Prince of Wales continues to progress favourably and is going to Coochie. THE PEACE PROPOSALS.

America will not consent to suspend hostilities until Spain gives binding pledges that will abide by the broad preliminary conditions of peace as outlined yesterday.

## RESULT OF THE GOODWOOD CUP.

1. King's Messenger.
2. Pissi Powder.
3. St. Cloud.

LONDON, 28th July.

## THE HEALTH OF THE PRINCE OF WALES.

The King of Spain is confined to his bed with measles.

## THE HEALTH OF PRINCE BISMARCK.

Prince Bismarck is seriously ill and the family is assembled at Friedrichsruh.

## INDISPOSITION OF THE KING OF SPAIN.

The King of Spain is confined to his bed with measles.

## THE HEALTH OF THE PRINCE OF WALES.

The Prince of Wales continues to progress favourably and is going to Cooch.

## THE PEACE PROPOSALS.

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## RESULT OF THE GOODWOOD CUP.

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LONDON, 28th July.

## THE HEALTH OF PRINCE BISMARCK.

Prince Bismarck is better, but the doctors are still in attendance.

## GREAT BRITAIN AND CHINA.

Mr. Carson (under Secretary for Foreign Affairs) speaking in the House of Commons said that Great Britain regards the assurances of China respecting the Yangtze valley as a definite and binding undertaking that the Peking-Hankow railway had been granted to a Belgian Syndicate, but that China had assured Sir Claude MacDonald that Russia had no interest in the line.

## GREAT BRITAIN AND THE UNITED STATES.

The New York Herald announces that steps are being taken in New York to promote the objects of the Anglo-American League and a Committee has been appointed to take action towards the establishment of a powerful National organization.

## THE "COSMOPOLIT" ASHORE.

## POSITION HOPELESS.

Messrs. Latta, Waggon & Co. inform us that they have received the following telegram from Vladivostock, dated 28th July:—Cosmopolit went ashore at Cape Amiva during a fog. Assistance has been sent. Position hopeless.

The same firm has since received the following telegram:—Cosmopolit, position hopeless, bottom broken.

## OUR CORRESPONDENT WITH THE AMERICAN FLEET.

Manila Bay, 25th July.

I have just made a careful survey of the camp of American soldiers below Malate. There are nearly 5,000 there and they make a splendid showing. To look over the lines, the stranger would think there were 10,000 of them.

The number will be increased to over 6,000 in a few days. There remains yet one regiment, the First Oregon, to leave Cavite and join the main command. It delays not at its own wishes but at the orders of General Anderson.

The men are just as good fighters as the Californians, Coloradans, Nebrascans, and Pennsylvanians, and they are afraid that there may be a battle in which they may not be on hand to participate. This spirit of great desire to fight is most noticeable in the men of the 21st. They are picked for their labours and not for their political opinions.

The Spaniards had been driven from their trenches and the American troops turned out to their assistance, escorting them back, the Spaniards then returning.

## POLICE COURT ITEMS.

30th July.

## BEFORE COMMANDER W. C. H. HASTINGS.

A Chinaman found guilty of stealing four catties of rice, was sentenced to 14 days' hard labour.

For throwing rubbish from Praya West into the harbour, a Chinese was ordered to pay a fine of 100 taels.

Another Chinaman, charged with robbing the dwelling house at No. 5, Fuk Lak Lane with the intent to commit felony, was sentenced to 14 days' hard labour.

Two Chinese found in unlawful possession of opium were ordered to pay fines of \$5 and \$10.

In another case of unlawful possession of opium, the defendant, a female, volunteered to confess her offence and was sentenced to 10 days' hard labour.

The master of the Hyacinth was charged with blowing the whistle in the cabin of his ship, and the decision rests with him more than with any other individual, in fact with him almost altogether.

He could persuade himself, as the crown of his good work, to give us a gold standard before he leaves—and the decision rests with him more than with any other individual, in fact with him almost altogether.

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At half time the score stood R.A. 1 goal and 2 assists; Civilians 1 goal and 1 assist.

In the second quarter the game was for some time very sticky and slow, some of the Civilians missing the ball half a time after time in a manner that clearly showed they had not been much at practice. The ball was carried into the Civilians' goals, three lively goals, and by a capital piece of play, in which it was well assisted by Messrs. Greson and Cox, the ball was carried into the dangerous proximity of the R.A. goal, when Mr. Cox hit it through with a really marvellous backhand. Again the goal was resisted, but Burney saved well. The R.A. now played up with great vigour to recover the ball, but Burney had made up his mind to hold on to it, and so did not release the ball.

No further score was registered till the half time and the R.A. thus won an evenly contested game by one subsidiary.

The following the game Mr. Hastings is deserving of the highest praise. We did not notice an opportunity and his hitting was clean and strong and always in the direction of the goal. Mr. Cox and Mr. Greson both want a lot of practice at hitting the ball when going at their best pace. It was noticeable that when galloping their both of them missed the ball frequently. We would like to see them when they have arrived upon a horse which will insure the accuracy of their hitting. Mr. Cox is a promising No. 1, but he must be up closer to his man, shorten his run, and get his pony more collected under his so as to be able to start at a gallop at a moment's notice, like it would if he were facing the starter on the flat. Mr. Greson is one and a half yards good, but he must be more an opportunity and his hitting was clean and strong and always in the direction of the goal.

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The British steamer *Chewa*, from Bangkok and Koh-si-chang 24th July, had moderate S.W. winds and fine weather.

The British steamer *Huron*, from Swatow 25th July, had moderate N.E. wind, very swell and rain.

The German steamer *Reuss*, from Singapore 21st July, had last three days stormy weather with heavy rain.

The Chinese steamer *Mei-ko*, from Shanghai, 27th July, had light southerly wind, then variable E.S.E. to East. Bar 29.67.

The British steamer *Indonesia*, from Singapore 27th July, had moderate N.E. wind, very swell and rain.

The British steamer *Yamato*, from Cobu 26th July, had strong N.W. wind and squally weather with rough seas throughout.

The British ship *Celtic Bay*, from Cardiff 13th April, spoke on July 14th, *Governor* 20th July, and arrived on the 20th July.

The British steamer *Hawke*, from Hongkong 27th July, had last three days strong N.W. wind and squally to Hidow; from Hidow to port fresh S.E. winds and moderate sea.

The British steamer *Asura*, from Java 22nd July, had moderate breeze, fine and clear to Corimata Island; calm and fine from there to North Natuna; strong S.W. monsoon from the port to port.

The British steamer *Feudz*, from Cobu 16th July, had fresh N.W. wind to moderate S.E. winds and squally to Hidow.

The British steamer *Yamato*, from Cobu 26th July, had strong N.W. wind and squally weather with rough seas throughout.

The British steamer *Yamato*, from Cobu 26th July, had strong N.W. wind and squally weather with rough seas throughout.

The British steamer *Feudz*, from Cobu 16th July, had fresh N.W. wind and squally weather with heavy rain squalls to Cobu; Cobu to Cobu heavy S.W. wind, with high confused seas and heavy rain squalls; passed on S.E. side of typhoon from Cobu.

The British steamer *Chelmsford*, from Calcutta and Strata 22nd July, had fine to moderate S.E. wind to moderate S.W. from there to port; strong S.W. to southerly gale, with very high confused sea; sky overcast, very heavy rain and threatening appearance.

The British ship *Kiama*, from Cobu 24th July, had fine to moderate S.E. wind to moderate S.W. to southerly gale, with very high confused sea; sky overcast, very heavy rain and threatening appearance.

The British steamer *Asura*, from Cobu 24th July, had a hard gale, then squalls N.N.E. to E., moderate at S.E. winds and heavy swell.

The British steamer *Phoebe C*, from Bangkok 21st July, and Koh-si-chang 24th July, had moderate light S.W. wind and overcast to Varella; from Varella W.S.W. wind increasing to strong wind, high seas of Parcels; thence to port wind moderating.

The British steamer *Feudz*, from Cobu 16th July, had fresh N.W. wind and squally weather with heavy rain squalls to Cobu; Cobu to Cobu heavy S.W. wind, with high confused seas and heavy rain squalls; passed on S.E. side of typhoon from Cobu.

The British steamer *Yamato*, from Cobu 26th July, had strong N.W. wind and squally weather with rough seas throughout.

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## VESSELS ON THE BERTH.

## NORTHERN PACIFIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Steamer Tons. Captain Proposed Sailing.

Spanior Tons Captain Proposed Sailing.

COLUMBIA 2,606 T. H. Dobson Aug. 6 BIRMAN 2,605 E. Porter Aug. 13

SEATTLE 3,654 A. G. Cowell Aug. 23 MOUL 3,654 C. H. Butler Sept. 10

TACOMA 2,519 A. Dixon Sept. 17 BIRMAN 2,605 E. Porter Nov. 5

VICTORIA 3,167 W. Truebridge Sept. 27 BIRMAN 2,605 E. Porter Nov. 5

TIME attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

## HONGKONG to LONDON, 247.

Excellent accommodation. First-class Tables, DOCTOR and STEWARDES carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

## HONGKONG to NEW YORK, 241.

The Railcar travelling is second to none on the American Continent. Magnificent Scenery of the ROCKIES and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA, TACOMA, or PORTLAND, 223.

The next route to the KLYDING GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Conclusive Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Parcels must be sent to our Agents (with address marked in blue) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL &amp; CO., General Agents.

Hongkong, 25th July, 1898.

## NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

IWAN MARU . . . . . MABSEILLES, LONDON, &amp; ANT. W. Bainbridge . . . . . TUESDAY, 2nd August, at 4 P.M.

IZUMI MARU . . . . . KOBE &amp; YOKOHAMA T. Noguchi . . . . . THURSDAY, 4th August, at 4 P.M.

SENDAI MARU . . . . . VLADIVOSTOK VIA SHANGHAI C. Olsen . . . . . FRIDAY, 5th August, at NOON.

KINSHI MARU . . . . . SEATTLE, WASH., U.S.A., &amp; KOBE T. Brown . . . . . SATURDAY, 6th August, at 4 P.M.

MATSUYAMA MARU . . . . . BOMBAY VIA BANGAPORE M. Nishimura . . . . . FRIDAY, 12th August, at NOON.

KAMAKURA MARU . . . . . MABSEILLES, LONDON &amp; ANT. W. Trenet . . . . . TUESDAY, 16th August, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 1st August, 1898.

PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON. REMARKS.

SHANGHAI . . . . . CHUBAN { E. Street . . . . . About 5th } Freight or Passage.

LONDON, &amp;c. . . . . COOMANDEL { F. N. Tiller . . . . . Noon } See Special Advertisement.

YOKOHAMA VIA NA. { HORIBA { 6 P.M. } Freight or Passage. (Pass- GASA &amp; KOBE { E. B. Lockyer, B.N.E. } August, 1st, going through the Island Sea)

YOKOHAMA VIA NA. { SOKOTO { About 11th } Freight or Passage. (Pass- GASA &amp; KOBE { J. Paine, B.N.E. } August, 1st, going through the Island Sea)

LONDON . . . . . JAPAN { T. Leigh . . . . . About 18th } Freight or Passage.

YOKOHAMA VIA S'HAL. { MANILA { About 19th } Freight or Passage. (Pass- GASA &amp; KOBE { R. L. Haddock, B.N.E. } August, 1st, going through the Island Sea)

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 1st August, 1898.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 10 knots

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

EMPEROR OF CHINA...Comdr. R. Archibald, B.M.E. . . . . WEDNESDAY, 10th Aug. 1898

EMPEROR OF INDIA...Comdr. O. P. Marshall, B.M.E. . . . . WEDNESDAY, 1st Aug. 1898

EMPEROR OF JAPAN...Comdr. G. A. Lee, B.M.E. . . . . WEDNESDAY, 28th Sept. 1898

THE magnificient TWIN-SCREW STEAMSHIPS of the Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to TAN- COUVRE in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and a connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent of the "NEW PACIFIC" TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York, and Boston with Trans-Atlantic Liners, which pass to Great Britain and the Continent are given choice of Lines, which pass through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 12 months.

SPECIAL RATES (F. L. &amp; C. rates only) granted to Merchant Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officers in the Service of China and Japan Government.

The extensive features of this Company's route entitle it to the LUXURIOUS RANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having twice as many as at present Chicago, World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY exhibited, through which the Railway passes).

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent,  
Pedder Street.

Hongkong, 21st July, 1898.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR  
STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH, AND  
LONDON.THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AND AMERICAN PORTS.

THE Steamship.

COROMANDEL.

Captain Hahn will be despatched as above on WEDNESDAY, the 3rd August.

For Freight apply to

CARLOWITZ &amp; CO., Agents.

Hongkong, 23rd July, 1898. [1555]

MOUL WARACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL

THE Steamship.

ASHLEY.

Captain Hahn will be despatched as above on WEDNESDAY, the 3rd August.

For Freight apply to

CARLOWITZ &amp; CO., Agents.

Hongkong, 23rd July, 1898. [1555]

THE DODWELL, CARLILL &amp; CO. LINE.

FOR NEW YORK VIA SUEZ CANAL

THE Steamship.

BIRK.

will be despatched as above on or about the 15th August, 1898.

To be followed by the

BIRMAN, will be despatched about the 11th Aug. 1898.

BIRMAN, will be despatched at this Office on the 4th of August before sailing. The Captain and Agent and Carriers of the above Ports and Vessel are particularly requested to note the terms and conditions of this Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 23rd July, 1898. [1555]

THE HAMBURG-AMERICA LINE.  
(EAST ATLANTIC SERVICE)

FOR LONDON, HAMBURG AND ANTWERP.

Taking Cargos at through rates to Amsterdam, Rotterdam, Lubeck, Oporto, Liverpool, Glasgow, North and South American Ports.

THE COMPANY'S Steamship.

THE "ASIA."

Captain Hahn will be despatched as above on or about the 15th August, 1898.

To be followed by the

BIRMAN, will be despatched about the 11th Aug. 1898.

BIRMAN, will be despatched at this Office on the 4th of August before sailing. The Captain and Agent and Carriers of the above Ports and Vessel are particularly requested to note the terms and conditions of this Company's Bills of Lading.

For further Particulars apply to

DODWELL, CARLILL &amp; CO., Agents.

Hongkong, 23rd July, 1898. [1555]

THE HAMBURG-BIRKINBANK LINE.

FOR NEW YORK VIA SUEZ CANAL

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